





WHEN Dr. MORRISON, lately returned to Peking after a visit to this end of the Chinese Empire, gets his copy of the *Times* dated March 8th, we fear he will experience something like a shock. When he arrived at Hanoi after his interesting overland journey, he sent an expensive telegram for which any other correspondent of any other paper would doubtless have received a "wiggling." Professionally analysed, it was a sort of make-weight message, not worth the expense. To the ordinary reader it is certainly an interesting sketch of an unusual trip, and every paragraph of it forms part of a faithful, if somewhat colourless, picture of the situation existing in the area traversed. Not having to pay the telegraphic charges for it, we have no fault to find with it whatever. With the editorial supposed to be based upon it, however, and the reckless conclusions therein drawn, we cannot express equal satisfaction, and Dr. MORRISON in the seduction of his Peking library may not improbably give vent to comments more vigorous than we need or care to make. It would be no business of ours at all, were it not for the fact that so many people at home trust the "Thunderer," especially those who know how reliable a narrator its Peking correspondent is. Many of these will fail to notice that the *Times* has said things not warranted by Dr. MORRISON's less gushing comments, and things more optimistic than we have thought it just to write for the consumption of our European readers. Thus we feel justified in drawing attention, in the interests of accuracy, to the discrepancy between the correspondent's facts and the leader-writer's embroideries. Dr. MORRISON said his journey was a very

pleasant one, the officials and people friendly, and that he met not the smallest disagreeable incident. Upon this the *Times* assures its readers that any stranger, if he knows local manners and character as Dr. MORRISON does (in which case he would hardly be a "stranger") may pass through Hunan and Kwangsi "in perfect comfort" and safety. The safety may be temporarily granted, but the other phrase conveys a quite misleading idea of present day travel in inland China. Its conditions are very slowly improving, but they are still far from the perfection stated. That is a minor point, however. Our illustrious contemporary goes on to explain that because Dr. MORRISON was not molested, a "change in the whole mental attitude of the Chinese" is indicated. This is exaggerated unworthy of such a journal's pre-Book-Club reputation. It admits that "shrewd and experienced observers" have thought they discerned in "the reform movement" a "strong and dangerous anti-foreign bias", but Dr. MORRISON's evidence (that he was not molested) "tends to throw doubt upon this view." Perhaps the pessimists have been sending exaggerated stories home, for this leader-writer evidently held the impression that the usual incidents of a journey across China were stones and staves or worse. Undoubtedly many Chinese now believe that "foreign influence and foreign learning must play a great part in the regeneration of their country," but there are as many who desire to dispense with the foreigner as soon as they have learned what they want to know. As it is, Dr. MORRISON's message made it clear that most of the thirst for foreign knowledge that he noted was being taken to Chinese and Japanese teachers for assuagement. Though he used the phrase "spread of Western education," the traveller noted that it was "defective compared with our standard," and he said nothing of the motives with which it is being sought. "Everywhere was noticeable the desire to learn English," but that is not necessarily what the *Times* calls "the zeal for European methods." The young man in Hongkong who learns Cantonese does not do so because he is a convert to native methods, but because he thinks it will facilitate business with the people who speak it. This desire to learn English has been noticeable for a long time before Dr. MORRISON made his last trip, and has been held to account largely for the apparent successes which have raised the hopes of missionaries. A writer some years ago remarked that it was unnecessary for Englishmen to learn European languages. He said the Englishman had only to travel round holding up a sovereign, and the various peoples would make it their business to learn English in order to ask him for it. The little parable is not inapplicable to the Chinese appetite for foreign "education," by which they chiefly mean the language or languages. It is true they are now studying other things, foreign history, and politics, and science. Dr. MORRISON mentioned that also, but he never said, and would not dream of saying, such things as this extract contains:

"Hitherto education has been education in the Chinese classics. Even the most accomplished of the native scholars have had no more conception of the rudiments of scientific astronomy and geography or of the conformation and functions of the organs of the human body than the most primitive of the islanders in the Pacific or of the negroes in Central Africa. The Renaissance and the Reformation together have brought the world's attention to the progress of modern European civilization. In the modern sciences of the world, the Chinese, both of those great movements were gradual and at first affected a limited class, from which they filtered down to the people. But in China the light has been flashed upon comparatively large masses of the nation together. It will be of deep interest to see the effect of so sudden and so far-reaching an illumination on the habits and character of a people whose whole civilization and ethics have hitherto depended in an exceptional degree upon habit."

The Chinese have had their astronomical instruments, rather better than rudimentary, and their maps, and physiological charts of sort, and we are surprised to find the *Times* venturing to compare them with "the most primitive of the islanders in the Pacific." There is a good deal more in the article, but we will not go further with it. The point to note is that it is too soon to talk of this mental revolution of the Chinese, if it ever will be time. Here and there, and in constantly increasing numbers, we admit, our neighbours are revising by means of foreign text books their notions of physiology, &c., but whether the British Board School boy who believes the seat of the emotions is in the skull has any political advantage over the Chinese who thinks they originate in the belly, is to us a matter of doubt. Chinese politics and Chinese relations with the outside world concern us most at present, and it is a mistake to encourage home-dwellers to think that there

The arrival of Chinese troops as an army of occupation in Manchuria is arousing serious anxiety at Vladivostok as to the future of that ruling region of the Russian Empire. A telegram received from Vladivostok says that the number of Chinese troops in Manchuria is to be raised to 3 000 men. The inhabitants of Vladivostok are becoming seriously alarmed as to their future, especially as the southern, or Chinese, bank of the Amur River is being peopled by Chinese in ever-growing numbers, and the Russians fear that the Chinese will take their revenge, sooner or later, for Russia's terrible massacre of defenceless Chinese at Hargovostchensk a few years ago.

France hopes to have two great ships, the *Arcton* and the *Mirabeau*, and Germany, in addition to a "monster cruiser," is planning for completion in 1911 of four of the latest design, "projected." Russia and Italy are for the moment out of the game, but Japan, the characteristic insight and initiative, promises to have in commission by 1910 two vessels akin in principle and possibly larger in displacement to the *Arcton* as the *Dreadnought*. So far (i. e., the United States) are in the stage of expectation. It is quite true that the *South Carolina* and the *Virginia*, nominally of 16,600 tons, will prove to be later than 1909 to be notable additions to the fleet. The rest depends on this Congress. Another ship is added to the one authorized in its first Session, we should rejoice somewhere about 1910 or 1911 in two of the best of this means we will at the selected date be far behind England, well to the rear of Germany, and probably a little superior to France and Japan."

The *Suenic* wrecked on the Lizard on the 7th March, has been successfully blown up by dynamite. The vessel was blown into two parts, one of which 400 feet in length, is being towed to Plymouth.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	{ E. to S.E., winds moderate; fair.
Formosa Channel	Same as No. 1
South coast of China between Hongkong and Lamooks	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.



## HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT)

London, March 8th.  
MR. CHAMBERLAIN'S HEALTH.  
Mr. Chamberlain has gone to Valescure, a little suburb of San Raphael in the Riviera for a change of air. He is accompanied by his wife, and a staff of servants, who support him when he moves about. The journey was intended to be conducted secretly, and at different sections of the trip the assumed name of the traveller was changed, so as to put the inquisitive off the scent. He started from a little suburban station outside Birmingham, and his luggage was sent another way. Yet he is too well known a figure for even such intricate devices to cover, and before Dover was reached the newspapers were made aware of the trip. It happened to be in Paris when he passed through under the name of Mr. Cook, and a friend who was with me saw the distinguished statesman through the carriage window. He tells me that there is indeed a great change, for although the ex-Colonial Secretary was muffled up it was clear that his vigour was much impaired, and his eyes had lost a good deal of their former brightness. Nevertheless the Chamberlain family announces optimistic news of him every few days, and it is to be hoped that they are justified. Mr. Chamberlain says he is inclined with his father on his way through London and he was in very bright spirits. He admits however that his father will not appear in public for a considerable time to come. Reports from Valescure also state that satisfactory progress is being made, and Mr. Chamberlain takes daily drives and short walks, the latter with assistance. If the family wanted a quiet place for him they could hardly have selected one more conspicuously secluded—if the term will pass. The locality is not without its associations, for on the Gulf of Fiegus, on which Valescure is situated, was the birthplace of the Abbe Sieyès, the famous maker of paper constitutions in the great Revolution. His records did not avert the Great Terror, but that did not worry him, for he voted for the execution of the King, being very much of the temperament of the Vicar of Bray, as recorded in the song. It was from San Raphael also that Napoleon sailed for Elba.

SIR ERNEST SATOW SETTLES IN DEVON.  
Sir Ernest Satow, having retired from the diplomatic service, has sought a retreat in the pleasant nook of Devonshire. He has taken Beaumont, Ottery St. Mary, for a term of years, and the place is being made ready for his residence.

LORD ELGIN AND THE COLONIES.  
There is, I am assured, growing discontent among Labour and Liberal members in regard to Lord Elgin's administration at the Colonial Office. If no better understanding is come to soon I fancy there will be quite a little outburst in public. His treatment of those who appealed against the selection of members of the Upper House in the Transvaal Parliament has nettled those who do not favour the choice made by Lord Selborne. But that is only one trouble. Mr. Churchill gives the impression sometimes in replying to questions that he separates himself from the attitude of his chief. This may be to pacify the extremist critics, but it is very noticeable. Moreover, there is another section in the House, of quite a different type, who criticise the attitude of the Colonial Office towards the sufferers in the Jamaica earthquake, and regards it as looking in sympathy, and remarkable for niggardliness.

PRINCE OF WALES "MOVING HOUSE."  
It is believed that the Prince of Wales is about to move into new quarters, for his growing family necessitates more room being provided. The exact mansion has not yet been selected, but one or two places in the Midlands are mentioned, though a still stronger report refers to Somerton Hall in Suffolk, a fine place belonging to Sir Savile Crossley. When the choice is made, York Cottage, the Prince's present quarters, will revert to the purpose originally intended—to serve as bachelor quarters for guests visiting Sandringham.

GOVERNMENT AND PEERS.  
The announcement that the Government cannot proceed at present with the fight against the Lords has amused Conservatives very much, and they scoff at the explanation that financial matters block the way. They attribute the change of attitude more to the Government defeat at Brigg, and the rout of the Progressives in the London County Council elections last Saturday. As a matter of fact the latter defeat has little to do with Imperial politics, and its significance is merely local, in my opinion. But it will certainly be beneficial in checking the growing tendency to embark on undertakings of speculative advantage, and involving the possible loss of great sums of public money. No, the immediate cause of the announcement is that the Government has unwittingly overlaid its programme, and the King's Speech forecast of legislation cannot be carried out in anything like its entirety. The Housing Bill for rural localities, and the Small Holdings Bill will probably be cast overboard, and others, including probably the Irish Universities Bill, may very likely follow. The Army Reform proposals, in addition to financial matters, will take up a big part of the time, and even an Autumn session will not suffice to carry all the Government is already pledged to do. Still many Liberals contend that the Premier should not have spoken so definitely about the House of Lords until he had all his weapons ready for the fray. As for the Conservatives, their attitude may be expressed as one of the broad grin.

L. C. C.  
When I predicted nearly two months ago the defeat of the Progressives in the

London County Council elections I did not anticipate that their opponents would get a majority of 41. This amazing turnover, with only one gain to the Progressives in the whole of London, is the most remarkable result London has seen for years. This is the first time the Moderates have had a majority at all on the Council so they are for the most part now to the work, but there is no reason to suppose that now the elections are over the two parties will not work amicably together on general lines of policy so as to make the administration of London efficient, though on special matters there will be of course the usual marked divergences of opinion. The result is put down by many writers and politicians to the fact that the women electors polled in extraordinary numbers and with few exceptions voted for the Moderates. The London middle class voter of the female sex was aroused by the suffrage movement to a knowledge of her power as a voter. She knew the rates were high, and though she did not inquire why, she determined to vote against the men responsible. Moreover she regards the Progressives as Socialists, and the other side as more respectable. Take South St. Pancras for instance, where there are scores of women running boarding houses. The Moderates put up Mr. George Alexander, the actor manager, known often as the "Indies' pet," on account of his popularity with the fair sex. Why, he simply romped in at the head of the poll.

ROYAL VISITORS.  
I am informed that we shall not see Prince Fushimi, the Japanese visitor to Europe, till about the middle of May, for first of all he will travel incognito on the Continent till our weather gets more settled. We have with us this week, however, the Dowager Empress of Russia. She has had a very cordial reception, but the police have taken extraordinary precautions to ensure her safety. I am assured, by the way, that our relations with Russia have not for very many years been so cordial as at present.

A COLONIAL BROKEN ENGAGEMENT.  
Here is a new way of breaking an engagement, or at any rate of announcing the fact. Colonel Brocklehurst, M.P. for Manchester, went to a bazaar on Wednesday and publicly announced that he arranged marriage with Miss Edith Millmont Wallon, of Poreley Priory, Nailsworth, Gloucestershire, would not be carried through. "We came to the conclusion," he said, "that it is better to be unhappy for a short time than to be notified and be unhappy for a long time. So we agreed to break the engagement, and we parted the best of friends." If this method of announcing such matters becomes fashionable, bachelors will grow in interest, particularly in the small provincial towns where personal gossip is very nearly the staff of life.

"THERE IS NO END."  
Still another book on the Far East. Mr. F. A. McKenzie, the well known war correspondent, has on the stocks a book to be entitled "The Unsettled East," in which he will enlarge on the conditions before and after the war, the alliance with Japan, and the changes which are taking place in the situation in the Chinese Empire.

CANADIAN RAILWAYS.  
The progress of Canadian railway development is evidenced by the fact that in spite of the growing numbers of emigrants the supply of labour for the construction work is insufficient. The Grand Trunk railway is therefore about to obtain 20,000 railway labourers from Great Britain and Russia to push on the work. It would be better, the Manager says, to resort to Oriental labourers than to have the railway shortage prolonged, to the suffering of the growing numbers of settlers in the West. Moreover the various schemes for fast Atlantic services are being vigorously impressed on the authorities, and the day is near for great developments. All of which is of interest, as affecting the services to the Far East.

PEACE IN THE ORIENT.  
If the Paris edition of the *New York Herald* is right, there should be no trouble in the Far East for a time, for the St. Petersburg correspondent of that paper declares that Great Britain, Russia, France and Japan have arrived at an agreement in regard to Far Eastern affairs which should make peace assured. The *New York Evening Post*, by the way, states that the Philippines are a most costly item for the United States and have made Uncle Sam pay up £61,000,000 since the Americans took possession of the islands. American exports to the Philippines last year amounted to \$1,400,000, and a good many Americans are objecting to this expensive part of America's administration.

JOURNALISTS AT DINNER.  
Mr. Thomas Catling, who has just resigned the editorship of *Lloyd's News*, was entertained at dinner the other night by a remarkable gathering of well-known newspaper men, as well as the Lord Mayor and other officials of the city. Lord Burnham, the proprietor of the *Daily Telegraph*, Mr. Catling, and others contributed newspaper reminiscences covering half a century.

ARE STOCKBROKERS GAMBLERS?  
Some amusement was caused in the House of Commons on Thursday by a question put to the Home Secretary by Mr. Horatio B. Bromley as to whether the stockbrokers speculating in stocks and shares on the curb in Throgmorton Street did not come under the heading of gamblers and were not subject to the provisions of the Street Betting Act. Mr. Gladstone replied that the Act referred to betting on races only, and the only further satisfaction that Mr. Bromley could get was a suggestion that he himself should institute a prosecution. As Mr. Bottomley is a famous promoter of unsuccessful companies with a knack of soothing dissatisfied shareholders, the question coming from him had a certain amount of "nerve."

## FUNNELS AND FLAGS.

PRIZE COURT DECISION.

The Liban Prize Court has decided the case of the German merchant vessel *Thea*, which was sunk by a Russian cruiser during the Russo-Japanese war. The Court awarded damages of £45,000 to the owners of the vessel.

BRITISH STEVEDORES FOR HAMBURG.  
Owing to the unwillingness of the stevedores of Hamburg to sign an agreement regarding the performance of day and night work, the shipowners engaged 2,000 English stevedores, 800 of whom were to arrive on March 7th. They were to be quartered in war houses and in ships in the harbour to keep them from coming into contact with the local men.

COLOGNE A SEA-PORT.

For some time past the Cologne Chamber of Commerce has petitioned the Prussian Government to improve the shipping facilities at Cologne. It is now rumoured that the Prussian Government is working out a project both for deepening the bed of the river Rhine from its two arms, the Waal and the Rijn, which enter the North Sea through the Netherlands, up stream as far as Cologne, and also for converting the fortified capital of the Rhine into a sea-port, which can be reached by sea-going vessels of small and medium draught. At this moment the Prussian Government is negotiating with the Netherlands Government.

SHIP'S REMARKABLE NON-STOP PASSAGE.

The *s.s. Goldmouth* arrived at Thames Haven last month after a passage from Japan to England in 12,055 miles, without a stop. The speed throughout the passage averaged over nine knots per hour. This is the first non-stop run made by this vessel whilst burning liquid fuel, the first being from Singapore to Rotterdam in May-June, 1896, the second from Singapore to Thames Haven in September-October, 1896, and the third as described above. The chief engineer of the ship is Mr. Conner, who has been in charge of the *Goldmouth* since she was built. The vessel, which belongs to Sir Marcus Samuel of the Shell Transport Company, whose superintending engineers are Messrs. Flannery, Bagley, and Johnson.

LONDON UNDERWRITERS AND THE "DAKOTA."

The London Marine Insurance Market reporter of the *Times* describes the loss of the *Dakota* and cargo as "one of the greatest single losses from which this market has ever suffered." Another paper remarks: "It is agreed on all hands that this is the biggest loss the marine insurance world has ever had, not only in amount, but in the area over which such a huge amount has had necessarily to be spread. The value of the hull and freight is over £500,000, and the cargo may be put at another £250,000, or three-quarters of a million. In view of this loss, underwriters are beginning to react their ideas as to the large lines they have been running on these ocean routes. They are now inclined to argue that a boat like the *Dakota*, with twelve lifeboats, will not be lost from collision, foundering, being abandoned, or misadventure, but from getting ashore, and that the chances of such a monster being got off are very remote."

CHINESE MARITIME AMBITIONS.

A contending London contemporary says:—If a project comes to maturity that has been set on foot by the Board of Postal and Communications in Peking, China will shortly appear in a new light as an aspirant for a place amongst the maritime Powers of the world. The scheme of the Board—a Government department—is that a big line of Chinese steamships should be started, with regular services to the West, and that, moreover, there should be no foreign capital invested in the vessels. To start any such line would be an undertaking in China without financial aid from the West, or at any rate from Japan, is a thing that is more easily talked about than done, but the Board of Posts proposes to get over the obstacles by sending a commissioner to the Straits Settlements to secure monetary assistance from the Chinese merchants there, who are reputed to be very wealthy. The *Throne* has been approached for its approval of the plan.

UNITED STATES SUBSIDY BILL.

For nearly ten years a determined fight has been made for a Ship Subsidy Bill. The late Senator Hanna, backed by powerful interests, passed through the Senate a comprehensive Bill giving "a square deal" all round, but the opposition within the Republican party defeated it. The present Bill is only the shadow of the measure originally proposed and is really an ocean mail Bill pure and simple, with incidental services as even in number—two from the Atlantic coast to Brazil and Argentina respectively, one from the Gulf coast to Panama, and four from the Pacific coast—namely, to Panama, Peru, and Chile; to Samoa, New Zealand, and Australia; to Japan, China, and the Philippines via Hawaii; and, fourthly, to the same places direct from the Northern coast. The total maximum cost of the service will be \$8,750,000 (£2,500,000) per annum. It is pointed out that the force of the President, who sent a special Message to Congress urging the passage of the measure, and of Mr. Root, who has energetically advocated and defended it.

THE OPERATION OF SHIPPING "RINGS."

The Royal Commission on Shipping Contracts a Royal sat at Winchester House, St. James's-square, Mr. Arthur Cohen, K.C., presiding. The Commissioners are inquiring into the operation of shipping rings, proposed services of deferred rebate, and are to report whether such operations have caused or are likely to cause injury to British or Colonial trade, and if so what remedial action, if any, should be taken by legislation or otherwise. Mr. Longdon, of Messrs. Behring and Co. said that he was deputed by the Manchester Chamber of Commerce to give information as to shipping rings and rebates, but he was not permitted to suggest a remedy. Mr. London said that the shipping conferences were absolutely essential for the Eastern trade in order to fix freight rates. Their conference system did not make any difference as regards foreign competition, because the Continental steamship companies were brought into line with them. All the large German lines were in the Conference system. In reply to Professor Conner's query as to the shipowners' policy of meeting merchants in conference with each other, it would be an advantage to both sides. He did not think they could fix rates by legislation. In transport, as in everything else, matters would find their own level, because if the rates of the combine were raised very high then independent lines would come in and convey the goods at a price which would enable the merchants to forfeit their rebate from the Conference lines. With regard to the competition with the United States, so long as the latter kept up their present tariff and their boom in trade continued there would not be any competition. The cotton trade would have to fear Japan for the Eastern trade. The Commission adjourned till Tuesday next.

THE CABE OF THE "TETARTOS."

The Russian Government has at last been forced to reimburse the owner of a steamer sunk on sight by Russian warships during the

war, although the vessel was not carrying contraband. The steamer concerned is the German ship *Tetartos*, which was sunk by the Russian auxiliary cruiser *Rion* (ex-Smolensk) while on a voyage from Odessa to Tientsin with a cargo of railway sleepers. The cargo did not come within the provisions of contraband of war, and the German Foreign Office protested strongly to Russia against the sinking of the *Tetartos*. That was two years ago. Meanwhile, the underwriters in London, where the ship and cargo were insured, had to pay a full loss on the steamer, although the vessel was insured at the nominal price of 40s. per cent as the risk of her being sunk was thought infinitesimal. Russia, notwithstanding the action of the German Foreign Office, made no overtures in the direction of satisfying the claims of the underwriters and owner. The owner therefore took the matter in hand himself, and has at last succeeded in extracting from the Russian Government a sum sufficient to cover his loss. British underwriters also benefit, as the money they had paid in claims is to be returned.

Russia is still being pressed to pay for the sinking of several other ships, which likewise carried no contraband when overhauled. These include the Danish liner *Princess Marie*, the British steamer *Oldhamia*, the British India liner *Albatross*, sunk by the *Terek* of Admiral Rudjensky's fleet, and the British steamer *Knight Commander*, sunk by the *Vladivostok* squadron. Notwithstanding the action of the British Foreign Office to obtain settlement of the claim of the respective owners Russia so far has declined to give satisfaction.

LONDON TO QUEBEC IN SIX DAYS.

Reader's Agency learns that the contract with the Newfoundland Government for a new fast Atlantic service from direct Britain to Canada and the United States, via Newfoundland, is expected to pass the Colonial Legislature during the present session. In explanation of the new route, it is pointed out that there is no intention of making any port in Ireland a terminal port. This will be London, Southampton, Liverpool, or Glasgow. If however, it is so desired, it can be arranged that mails can be landed at Killarney Bay, or some other suitable port on the west coast of Ireland. If Killarney Bay be fixed upon, it will be necessary to construct a line sixteen miles in length, connecting Killarney with the existing line from Limerick to Dublin. With the completion of this new line, passengers and mails could go through from London to Killarney, via Holyhead and Dublin, in fourteen hours.

The contract provides for the employment of three Atlantic steamers of 5,000 tons gross and a fleet of service vessels, but it is intended that the vessels shall be both larger and faster. From Killarney Bay, where steamers would only remain long enough to pick up or discharge mail, the vessels would go direct to Green Bay (or, as it is called on the maps, Notre Dame Bay), a bay on the north-east coast of Newfoundland, 200 miles north of St. John's, and a distance of 1,700 miles from Killarney Bay. At Green Bay, which will be a seven-hour boat walk, would be reached in just over four days from Killarney, the steamer would again only remain long enough to land mails and passengers, after which the vessel would continue her voyage to St. John's, and thence to some port either in Canada or the United States, where she would discharge or embark Canadian or American cargo, returning to Green Bay in ample time to take up passengers and mails for the return weekly voyage to Europe.

Mails and passengers landing at Green Bay will not have to cross Newfoundland to the Bay of Islands, on the west coast of Newfoundland, a distance of eighty miles, this journey being accomplished in two hours, over a line which is to be built of 4ft 5½ in gauge. From the Bay of Islands the nearest point in Canada is Gaspé, in the province of Quebec, a journey of 275 miles across the Gulf of St. Lawrence. For this service a box, having the same speed and capacity as the new crossing the Irish Channel, would be employed, the voyage occupying twelve hours. From Gaspé a line is already being constructed which will connect that port with the existing railway systems of Canada and the United States.

By this route it is claimed that even with seventeen-knot boats Quebec would be reached from London in less than six days—a saving of nearly a day on the present average time. New York would be reached from London in 6 days 12 hrs, the record at present, by the fastest steamers, being six days from London to land. Chicago would be reached in seven days—a clear saving of twenty-four hours. In the case of Newfoundland there would be a saving of from four to five days over the present service. With the employment of boats similar to the quickest vessels now running to New York, the times (after allowing eight hours for transshipment) for the voyage from London would be as follows:

Quebec, 4 days 12 hrs.

Chicago, 5 days 14 hrs.

New York 5 days 14 hrs.

The Imperial value of the line is demonstrated by the fact that when the fastest steamers are put on the new service, the all-British route through Canada to the Far East, would be shortened by some forty-eight hours, as compared with the existing time. It is pointed out that the port has been fixed upon, the contract with the Newfoundland Government only stipulates for some port in Great Britain or Ireland. Killarney has only been brought forward as it happens to be the nearest suitable point on the Irish coast to Newfoundland, but if it is desired to avoid transshipment it is declared that the mails could be landed almost as quick, if not equally so, by going direct to some point on the mainland having rapid communication with London.

LATEST NEWS MOVEMENTS.

The *str. Merionethshire* left Singapore and is due here on or about Friday, 5th April, at daylight.

The *C.P.R. str. Empress of India*, arrived Nagasaki at 7 a.m. on Thursday the 4th April and left there again at noon, some day for Shanghai where she is due to arrive at 4 p.m. to-day.

The *N.Y.K. str. Nikko Maru*, (Australian Line) left Thursday Island for this port via Manila on the 4th April, and is expected here 15th April.

THE SIEGE OF PORT ARTHUR.

The *Standard* has published a message from its St. Petersburg correspondent, who says that, in view of the fact that none of the defenders of Port Arthur are to be tried except General Stoessel and Peck and Colonel Reiss, Stoessel's chief of staff, the next report will be to the Emperor by Lieutenant-General Smirnov, of deep interest. General Smirnov accuses them of having deliberately set to work to undermine the courage of the garrison, and of purposely bringing about the evacuation of vital points of the defensive lines in order to hasten a capitulation. He brands General Stoessel as a traitor, and as grossly and in every way unfit for his responsible position. His report is the principal basis of the indictment of the three officers, whom he does not hesitate to accuse of treason.

## THE CHAMPAGNE

OF THE TWENTIETH CENTURY

MOËT AND CHANDON

"WHITE SEAL"

AND

"DRY IMPERIAL."

SOLE AGENTS

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TELEPHONE No. 135.

WINE AND SPIRIT MERCHANTS,  
12, QUEEN'S ROAD CENTRAL.

THE LOST LIEUTENANT TRYON.

FOUND AT EDINBURGH.

Profound astonishment has been caused by the disclosure that Lieutenant Tryon, the officer of the Dorsetshire Regiment, who has been missing since Jan. 29, had been found under the assumed name of Fraser in the ranks of the Seaforth Highlanders at Edinburgh Castle. Any doubt as to his identity was set at rest by an official statement made by the colonel commanding the battalion. This announcement was in the following terms:—

"Private Fraser, who enlisted into the Seaforth Highlanders, quartered at Edinburgh, three weeks ago, has been identified as Lieut. Tryon, who absented himself without leave from his unit at Gosport. He is at present detained at Edinburgh Castle."

With the exception of this information the utmost reticence was maintained in military circles. The lieutenant was lodged under close guard in a room in the officers' quarters. It has not transpired how the identity was established, but it is understood that the suspicions of "Fraser's" comrades and his own admissions were confirmed on the arrival of the anxious father in Edinburgh. Immediately afterwards the military police, who had been sent to investigate the case, returned to London satisfied that the object of their mission had been accomplished. So far as could be ascertained when the mail left London, nothing had been decided as to the nature of further procedure in the case or the date when Lieut. Tryon would be sent south. The lieutenant's movements since his disappearance from London a month ago are still wrapped in mystery. All that is known is that he had found his way to Stirling. In that garri town there is no depot of the Seaforth Highlanders, but recruits may be enrolled there for any regiment, and it was at Stirling Castle that Lieutenant Tryon enlisted as a private of the Seaforths. It is certain that the name under which he enrolled does not appear in the records of the recruiting office at Edinburgh.

As a new recruit "Fraser" was sent in the usual course to his battalion at Edinburgh Castle, and there he remained up to the time of his discovery. From the first his comrades and the non-commissioned officers with whom he came into contact were impressed by his gentlemanly demeanour, and were satisfied that he did not belong to the class from which recruits are generally drawn. For a private soldier to be so well educated, and to have a private and that fact combined with his conversation and soldierly bearing, led his comrades to believe that they had among them a recruit of no ordinary type. "Gentlemen rankers" are, however, not uncommon in the Army, and had it not been for the wide publicity given to his strange story and publication of his portrait his presence in the 8th would have passed without special comment or inquiry.

One of his comrades stated that "Fraser" was one of the smartest chaps they had had among them. He kept his own counsel, gave no hint as to his history and circumstances, and went through the day's work just like the rest of them. He gave the impression that he meant to "stick in" and see the thing through, and the belief was that if he had not been found out he would have risen in the ranks of the service. Inquiries in Stirling showed that Lieut. Tryon was seen in a hotel in that town on February 5. He sat in one of the public rooms. After starting into the fire for some time he rang the bell, and desired to have a room for the night. The lady clerk, thinking that the visitor's appearance was strange, told him that all the rooms were engaged, and that he would have to go elsewhere. The following morning he had the appearance of having spent the night in the open air. In the course of the day he got into conversation with some soldiers, one of whom suggested to a sergeant of the Argyll and Sutherland Highlanders, whose depot is at Stirling, that the man was a possible recruit. An engagement was made with the sergeant, and Tryon punctually kept the appointment. He was taken to the castle, where he remained for the night, appearing next morning before the recruiting officer.

"Fraser's" appearance and manner gave rise to the suspicion that he was a deserter, but a comparison with the description of a man whose name is on the deserter's sheet showed nothing against him in that respect, and he was accepted. He gave his name as "Fraser," and described himself as a labourer from Middlesex. His age was recorded as nineteen years six months, and his height 5ft. He was posted to the Seaforth Highlanders, where he said he had some friends in the regiment. When asked if he could produce a certificate of character, he replied in the affirmative, and explained that he had been working at his trade as a plumber. A certificate of character, which arrived the day after from someone in Edinburgh, appeared satisfactory, and the medical examination having been successfully undergone, "Fraser" was duly attested. On the succeeding Saturday he left for Edinburgh. During the short time he was in Edinburgh Castle "Fraser," as a matter of course, did his share of coal carrying, fatigue, and barrack-room scrubbing.

MERCHANTS IN SESSION.

On March 25th the Manila Mercantile Association held a meeting at the Grand Opera House and the constitution of the organization was agreed upon.

A board of officers composed of twenty-five members was selected, and was also a committee for nominating officers, as a general election will be held next Monday.

From the board of directors a legislation and promotion committee will be appointed, and it is expected that at the next meeting the organization will have a membership of nearly two hundred.

The association contemplates giving a banquet in the near future.

ROBINSON PIANO  
CO., LTD.TALKING  
MACHINES

AND

RECORDS.

NEW STOCK JUST ARRIVED.

LARGE AND VARIED ASSORTMENT

MUSIC:

LATEST COMIC OPERA SCORES

AND

DANCE MUSIC

JUST ARRIVED.

Hongkong, 29th November, 1906.

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ROYAL COLONIAL INSTITUTE.

The annual meeting of this institute was held on Feb. 26th at their premises in Northumberland-avenue. Sir Neville Lubbock presided, and among those present were Sir Henry Butler, Sir Montagu Osmund, Admiral Sir N. Borden-Smith, Sir Hubert Jennings, Sir George Mackenzie, Sir Frederick Young, Major-General C. W. Robinson, Sir Charles Bruce, Sir Roger Arkington, General Sir R. Harrison, Sir E. Noel-Walker, and Mr. J. S. O'Halloran (secretary). The 30th annual report, presented by the council, stated that 260 candidates had been elected. Fellows during the year, as compared with 304 in 1905. On December 31st last the total number of Fellows was 4,457. The loan of £35,000 which was raised in 1880 to enable the acquisition of the freehold of the institute premises had been paid off in full. Thus the building was freed from the burden of a mortgage of 40 years as originally stipulated. A saving of more than £15,000 was thus effected. When the Admiralty lease expired it was proposed to occupy the upper floors as well as the Craven-street premises after the necessary reconstruction. This would involve considerable outlay and an increased cost in maintenance, but the council were sanguine that additional facilities could thus be provided which would widely extend the usefulness of the institute and its capacity for increased membership. The council were arranging on behalf of the institute to extend a cordial welcome to the delegates who would shortly arrive in London to take part in the Colonial Conference. The Chairman moved the adoption of the report, and pointed out that the doubling of the existing accommodation of the institute would involve an extra expenditure of nearly £2,000 per annum. He proceeded to point out that in parts of the Empire were very much under-represented in the institute, and that while there were 1,162 Fellows from South Africa there were only 124 from Canada. Alluding to the Colonial Conference, he announced that the council had decided that this year the annual dinner should be given in honour of the Colonial Premiers, and Lord Elgin had consented to take the chair. Since the close of the period covered by the report the Kingston earthquake had occurred and had occasioned a loss which a careful estimate had put down at £2,000,000. He hoped that the Government would make a grant of £150,000 towards the relief of the colony and recommend Parliament to make a loan of £1,000,000. The catastrophe showed the need of the British Government having three cruisers instead of one in West Indian waters. Sir Charles Bruce seconded the motion, which was adopted.

THE FOCHOW DOCKYARD.

The Yuchuan or Ministry of Posts and Communications, has been commanded by H.M. the Empress Dowager to carefully consider and report upon the recommendation of H.E. Chan, Acting Viceroy of Minche Province, in regard to the conversion of the Government Dockyard at the Pagoda Anchorage, Fuchien, into a mercantile concern on account of its present exhausted financial condition and other reasons.

The list of the promoters of the mercantile concern is headed by H.E. Chan Pao-shen, formerly a high metropolitan official now at Fochow, who has been recommended as Chief Director by the Acting Viceroy should the proposed change receive the approval of the Peking Government. The proposed capital is £1,000,000 and the term of lease is fixed at twenty-five years. During this period if the concern should earn any dividend one fifth of it shall be given to the Central Government in Peking pro rata as royalty. It is stated that as China is shortly going to re-organise her navy, the proposal may be objected to by the Government because the Dock will be required for naval purposes. But the Ministry has not sent in its reply yet.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters to the Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## NEW ADVERTISEMENTS WANTED.

A COMPRADORE, having business connections throughout the South of China and able to provide substantial security a standing of 10 per cent. of the annual turnover. Good remuneration to a suitable man. First Class references from a Foreign Bank required. Apply by letter only in the first instance to DENNIS & BOWLEY.

Hongkong, 5th April, 1907. 714.

## C. U. S. R. A.

THE AFFINITY COMPETITION will take place at KING'S PARK, Kowloon, at 3 P.M. on MONDAY, 8th inst. Post Entries. His EXCELLENCY THE GOVERNOR has kindly consented to give away the Prizes on the completion of the above Competition.

Hongkong, 5th April, 1907. 715

## TO LET.

A 9-ROOM HOUSE, 13, McDONNELL ROAD, Commanding Good View of Harbour, with fine Tennis Lawn. Apply to—

Du HO KAI, 23A, Des Voeux Road. Hongkong, 5th April, 1907. 716

## IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE COMPANIES ORDINANCE 1865, and

IN THE MATTER OF THE ON TAI MARINE INSURANCE CO. LD. (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that by Order of the Court the Contributors of the above-named Company entitled to unpaid dividends are required, on or before the 5th day of JULY, 1907, to send particulars of their Claims to JOHN HENNESEY SETH, of Victoria, Hongkong, the Liquidator of the said Company, and if so required by notice in writing from the said Liquidator, to come in and prove their said Claims, and in default thereof the said unpaid dividends will be dealt with as the Court may direct.

Dated this 4th day of April, 1907.

HASTINGS & HASTINGS, Solicitors to the above-named Liquidator.

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## CITY HALL.

UNDER THE DISTINGUISHED PATRONAGE OF

H.E. SIR MATTHEW NATHAN, K.C.M.G.

## THE ANNUAL CONCERT

IN AID OF THE LIBRARY FUND OF THE Y. M. C. A. will be given on SATURDAY, APRIL 13, at 9 P.M.

ADMISSION: TWO DOLLARS.

Seats may be booked at S. Moutrie & Co.'s Store, Hongkong, 5th April, 1907. 718

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. "Victoria" and "Celestia".  
From Calcutta ex s.s. "Sardinia".  
From Persian Gulf ex B. I. S. N. & P. & O. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 4th April, 1907. 719

## THEATRE ROYAL CITY HALL

## THE BANDMANN COMEDY COMPANY

UNDER THE PERSONAL DIRECTION OF

MAURICE F. BANDMANN

will present the following latest London Successes

Thursday, April 18—"THE DAIRY MAIDS"  
Friday, April 19—"THE BEAUTY OF BATH"  
Saturday, April 20—"THE BLUE MOON"  
Monday, April 22—"THE GIRL BEHIND THE COUNTER"  
Tuesday, April 23—"SEE SEE"  
Wednesday, April 24—"THE BRIDE OF MAYFAIR"  
Thursday, April 25—"THE GIRL ON THE STAGE"

PRICES OF ADMISSION  
Plan now open at MOUTRIE & CO., LTD.  
Doors open at 8.30 P.M.

Friday, April 26—"CINDERELLA"  
Saturday, April 27—"MR. PORTER OF LONDON"  
Monday, April 29—"THE GEISHA"  
Tuesday, April 30—"THE NEW ALADDIN"  
Wednesday, May 1—"THE WHITE CHRYSTANTHERM"  
Thursday, May 2—"THE GAY PARISIENNE"  
Friday, May 3—"BLUEBELL IN FAIRYLAND"

83, 82 and 81  
Commence at 9 P.M. 713

## NEW ADVERTISEMENTS

HONG HOK FONG S.S. CO.

THE Steamer "POWHATAN," Captain W. F. Turner, will be despatched for SALINA CRUZ, MEXICO, VIA MOJJI, JAPAN, on THURSDAY, 2nd May, 1907. For Freight or Passage, apply to ENG H. K. FONG & CO., 27, Des Voeux Road Central. Hongkong, 5th April, 1907. 719

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENALDER" FROM ANTWERP, LONDON AND STRAITS

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 11th inst. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th April, 1907. 710

## "INDRA" LINE, LIMITED.

## NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before 12 o'clock noon, TO-DAY.

JARDINE, MATHESON & CO., Agents.

Hongkong, 4th April, 1907. 711

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, AND SINGAPORE.

THE Company's Steamship

"INABA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before noon, TO-DAY.

Goods not cleared by the 11th inst. will be subject to rent.

All ship-damaged packages must be left in the Godowns, and Notice of same sent to this Office before the 14th inst., or Claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 4th April, 1907. 721

## NOTICE TO CONSIGNEES.

FROM LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE,"

Captain Birch, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

Owing to the steamer having encountered heavy weather and sustained damage, a General Average has been incurred. Consignees of Cargo will therefore have to sign the General Average Bond lying at the Office of the Undersigned before their Bills of Lading can be countersigned.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 4th April, 1907. 720

## PUBLIC COMPANIES

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD., will be held at the Office of Messrs. JARDINE, MATHESON & CO., King's Buildings, Victoria, in the Colony of Hongkong, THIS DAY (FRIDAY), 5th April, 1907, at 12.30 o'clock in the afternoon, when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 20th day of March, 1907, will be submitted for Confirmation as Special Resolutions:

1. That the following alterations be made in the Articles of Association, viz:—

(a) That the words "person for the time being in charge of the business of" be inserted between the word "Manager" and the word "or" in the 4th line of Article No. 60.

(b) That the words "and including" be inserted between the words "The Senior" in the second line of Article No. 70 down to and including the words "it willing to act" in the 4th line of Article No. 70 be eliminated and the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(c) That the words "or the Corporation he represents" be inserted between the word "he" and the word "is" in the second line of Article No. 78.

(d) That the words "or the Corporation he represents" be inserted between the word "he" and the word "is" in the first line of Article No. 82.

2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

Dated the 20th day of March, 1907.

By Order,

E. OSBORNE, Secretary.

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THE HONGKONG COTTON SPINNING WEAVING AND DYEING CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF THE HONGKONG COTTON SPINNING WEAVING AND DYEING CO., LTD., will be held at the Office of Messrs. JARDINE, MATHESON & CO., King's Buildings, Victoria, in the Colony of Hongkong, TO-MORROW (SATURDAY), 6th day of April, 1907, at 12.45 o'clock in the afternoon, when the Subjoined Resolutions will be proposed:—

1. That the following alterations be made in the Articles of Association, viz:—

(a) That the words "or if the General Managers are a Limited Company that the defendant is a Managing Director, Manager, Secretary or person for the time being in charge of the business of such Company" be inserted between the word "Company" and the word "and" in the second line of s. 14 of Article No. IX.

(b) That the following words be added at the end of s. 7 of Article No. XIII, "except that the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be entitled to vote on behalf of Messrs. Jardine, Matheson & Co., Ltd., although not individually a shareholder."

(c) That s. 1 of Article No. XV be eliminated and the following substituted inserted instead:—"Messrs. Jardine, Matheson & Co., Ltd., shall be the General Managers of the Company so long as they think fit and the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be the Chairman of the Company and of the Consulting Committee."

(d) That the word "and" be inserted between the words "or" and the word "who" in line 2 of s. 2 of Article No. XV.

(e) That the following words be added at the end of s. 2 (c) of Article No. XV:—"by the Company in General Meeting or by the Consulting Committee."

(f) That the following words be added at the end of s. 3 of Article No. XVI:—"All signatures of the General Managers may be subscribed by such person or persons as may from time to time be thereto authorized by the General Managers."

(g) That the words "or the Corporation he represents" be inserted between the word "he" and the word "is" in line 2 of s. 3 of Article No. XVII.

(h) That the words "or the Corporation he represents" be inserted between the word "he" and the word "is" in s. 1 of Article No. XVII.

(i) That the word "Successors" be inserted between the word "their" and the word "heirs" in line 2 and between the words "of their" and the word "heirs" in line 5 of Article No. XX.

(j) That the words "and including" be inserted between the words "The Arbitration Act 1889" in the 3rd line of Article No. XXI down to the end of the Article be eliminated and the words "Chapter 24 of the Code of Civil Procedure in so far as such provisions are applicable to the circumstances of any particular case and to every Ordinance from time to time in force relating to references to Arbitration" be inserted instead.

2. That the above resolutions making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

Should the above resolutions be passed by the required majority, they will be submitted for confirmation as special resolutions to a second extraordinary meeting which will be subsequently convened.

Dated this 28th day of March, 1907.

By Order,

JARDINE, MATHESON & CO., General Managers.

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## PUBLIC COMPANIES

THE HONGKONG ICE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF THE HONGKONG ICE COMPANY, LIMITED, will be held at the Office of the Undersigned, at King's Buildings, Victoria, in the Colony of Hongkong, TO-MORROW (SATURDAY), the 6th April, 1907, at 12.30 o'clock in the afternoon, when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 21st March, 1907, will be submitted for Confirmation as Special Resolutions:

1. That the following alterations be made in the Articles of Association, viz:—

(a) That the words "Company or Corporation" be inserted between the word "person" and the word "for" in the second line of the definition of "The General Managers" in Article No. 2.

(b) That the first six lines of Article No. 7 be eliminated and also the words "the Company" in the 7th line, and that the words "Messrs. Jardine, Matheson & Co., Ltd." shall be the General Managers of the Company and so long as they shall continue to be such General Managers the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd. in Hongkong shall be the Chairman of the Company" be inserted instead.

(c) That at the end of Article No. 13 the following words be added:—"All signatures of the General Managers may be subscribed by such person or persons as may from time to time be thereto authorized by the General Managers."

(d) That the first five lines of s. 6 of Article No. 14 and also the word "Office" in the 6th line be eliminated and that the words "so long as Messrs. Jardine, Matheson & Co., Ltd. shall be the General Managers of the Company the signatures of the said Messrs. Jardine, Matheson & Co., Ltd. shall be necessary to cheques drawn for any purpose on the funds of the Company at its Head Office" be inserted instead.

(e) That the word "their" be eliminated from the first line of Article No. 17 and the words "and the" inserted instead and that the words "of any General Manager" be inserted between the word "administrators" and the word "shall" in the second line of Article No. 17.

(f) That the word "their" be eliminated from the first line of Article No. 18 and the words "and the" inserted instead and that the words "of any General Manager" be inserted between the word "administrators" and the word "shall" in the second line of Article No. 18.

2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 26th March, 1907. 652

THE CANTON INSURANCE OFFICE LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF THE CANTON INSURANCE OFFICE LIMITED, will be held at the Office of the Undersigned, at King's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 27th day of April, 1907, at 12.30 o'clock in the afternoon, when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 2nd April, 1907, will be submitted for confirmation as Special Resolutions:

1. That the following alterations be made in the Articles of Association, viz:—

(a) That the definition of "Jardine, Matheson & Co." be eliminated from Article No. 2.

(b) That Article No. 10 be eliminated.

(c) That Article No. 11 be eliminated and the following Article substituted therefor:—"Messrs. Jardine, Matheson & Co., Ltd., shall be and they are hereby appointed the General Agents of the Company so long as they shall hold two or more Shares in the Company and the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., shall be and they are hereby appointed the General Agents of the Company and the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be the Chairman of the Company."

(d) That the words "or the Corporation he represents" be inserted between the word "he" and the word "is" in s. 1 of Art. No. 13.

(e) That at the end of Article No. 35 the following words be added:—"And when any Share or Shares are held by a Public Company or Corporation the Secretary, Manager person for the time being in charge of the business of or Agent of such Public Company or Corporation shall be entitled to vote for such Public Company or Corporation."

(f) That at the end of Article No. 103 the following words be added:—"All signatures of the General Agents may be subscribed by such person or persons as may from time to time be thereto authorized by the General Agents."

(g) That the words "or the" be inserted at the end of line 2 of Article No. 109 and the words "members of the firm of" be eliminated from the third line of Article No. 109 and the words "a shareholder of Messrs." be inserted instead and that the word "Ltd." be inserted between the word "Co." and the word "or" in the 4th line of Article No. 109.

(h) That the words "and to the Common Law Procedure Act 1854 and every or any act from time to time in force and applicable thereto" be eliminated from Article No. 136.

(i) That the word "ten" be eliminated from the 5th line of Article No. 14 and the word "Fifteen" inserted instead.

2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

Dated the 2nd day of April, 1907.

By Order,

JARDINE, MATHESON & CO., General Agents.

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## NOW ON SALE.

THE

DIRECTORY AND CHRONICLE

FOR 1907.

Complete Edition ... \$10.00

Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

## PUBLIC COMPANIES

THE CHINA SUGAR REFINING CO. LD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF THE CHINA SUGAR REFINING COMPANY, LIMITED, will be held at the Office of the Undersigned, at King's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 13th day of April, 1907, at 12.30 o'clock in the afternoon, when the Subjoined Resolutions passed at the Extraordinary General Meeting of the Company held on the 27th of March, 1907, will be submitted for confirmation as Special Resolutions:

1. That the following alterations be made in the Articles of Association, viz:—

(a) That the words "Company or Corporation" be inserted between the word "person" and the word "for" in the second line of the definition of "The General Agents" in Article No. 2.

(b) That the first five lines of Article No. 7 and the word "Company" in the sixth line be eliminated and the words "Messrs. Jardine, Matheson & Co., Ltd." shall be the General Agents of the Company and so long as they shall continue to be such General Agents the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd. in Hongkong shall be the Chairman of the Company" be inserted instead.

(c) That at the end of Article No. 13 the following words be added:—"All signatures of the General Agents may be subscribed by such person or persons as may from time to time be thereto authorized by the General Agents."

(d) That the word "their" be eliminated in the first line of Article No. 21 and the words "and the" inserted instead and that the words "of any General Agent" be inserted between the word "administrators" and the word "shall" in the second line of Article No. 21.

(e) That the words "and the" be inserted between the word "administrators" and the word "shall" in the second line of Article No. 22.

(f) That the words "or the Corporation he represents" be inserted between the word "he" and the word "is" in s. 1 of Article No. 33.

(g) That the words "or the Corporation he represents" be inserted between the word "he" and the word "is" in s. 1 of Article No. 39.

(h) That at the end of Article No. 102 the following words be added:—"And when any share or shares are held by a Public Company or Corporation the Secretary, Manager person for the time being in charge of the business of or Agent of such Public Company or Corporation shall be entitled to vote for such Company or Corporation."

2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 27th March, 1907. 665

THE LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF THE LUZON SUGAR REFINING COMPANY, LIMITED, will be held at the Office of the Undersigned, at King's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 13th day of April, 1907, at 12.45 o'clock in the afternoon, when the Subjoined Resolutions passed at the Extraordinary General Meeting of the Company held on the 27th of March, 1907, will be submitted for confirmation as Special Resolutions:

1. That the following alterations be made in the Articles of Association, viz:—

(a) That the definition of "Jardine, Matheson & Co." be eliminated from Article No. 2.

(b) That Article No. 10 be eliminated.

(c) That Article No. 11 be eliminated and the following Article substituted therefor:—"Messrs. Jardine, Matheson & Co., Ltd., shall be and they are hereby appointed the General Agents of the Company so long as they shall hold two or more Shares in the Company and the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., shall be and they are hereby appointed the General Agents of the Company and the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be the Chairman of the Company."



# INTIMATIONS.

## S. MOUTRIE & CO. LTD.

ESTABLISHED 1875.

**BABY GRANDS**  
BY  
**RACHELS, PLEYEL, KEMMLER**  
AND  
**ROSENKRANZ.**

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:  
**S. MOUTRIE & CO. LTD.,**  
York Building, Chater Road.  
Hongkong, 30th July, 1906. 138

# ENTERTAINMENT

## GRAND THEATRE OF VARIETY.

**ZIG ZAG**  
THE CELEBRATED COMPANY OF ACROBATS, GYMNASTS, ECCENTRIC CLOWNS, MUSICAL ACTS, SONGS, DANCES AND PANTOMIMES.

LOCATION: CAUSEWAY BAY.  
CONTINUATION OF THE PRESENT SUCCESSFUL PROGRAMME.

FIRST GRAND MATINEE, TOMORROW (SATURDAY), 6TH APRIL, AT 4 P.M.  
CHILDREN HALF-PRICE.

The entire Programme of the Evening Performance will be given at the Matinee.  
GRAND PERFORMANCE EVERY NIGHT AT 9 P.M.

Booking at the ROBINSON PIANO CO.'S, STORE.  
Special Terms after each performance.

**PRICES.**  
Box of 6 Seats ..... \$18.00  
Single Box Seat ..... 3.00  
Reserved Chair ..... 2.00  
Stall ..... 1.00  
Gallery ..... 0.50  
SOLDIERS and SAILORS in uniform Half-price to Stalls only.  
- Hongkong, 1st April, 1907. 686

# AUCTION.

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 8th day of April, 1907, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor of One Lot of Crown Land on South side of new road from Queen's Gardens to Magazine Gap Road and about 300 yards East of "Clorally" in the Colony of Hongkong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years. 671

## PARTICULARS OF THE LOTS.

No. of Lot.	Boundary Measurements.	Contents in Sq. feet.	Annual Rent.	Yearly Price.
Inland Lot.	N. E. S. W.			\$
On South side of new road front of lot 127 to be given to Warehousing Co. Ltd. and about 300 yds. E. of road.	ft. ft. ft. ft.			
127	137 137	137	137	137
128	137 137	137	137	137
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130	137 137	137	137	137
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381	137 137	137	137	13



## SHIPPING.

**ARRIVALS.**  
**ARCADIA**, British str., 3,514, J. H. Hild, 4th April—Singapore 30th March, Mails and General—P. & O. S. N. Co.  
**BENALDE**, British str., 1,558, R. W. Thomson, 4th April—Singapore 29th March, General—Gibb, Livingstone & Co.  
**CHURRANO**, British str., 1,417, Cox, 4th April—Kochi—29th March, Coal—Mitsui Bussan Kaisha.  
**FURROSA**, British str., 4,074, B. W. Snow, 4th April—London 18th Feb., General—P. & O. S. N. Co.  
**INDOMENUR**, British str., 4,250, H. Nish, 4th April—Singapore 29th March, General—Butterfield & Swire.  
**ISABU MARU**, Japanese str., 3,738, Wm. Bainbridge, 4th April—Singapore 29th March, General—Nippon Yusen Kaisha.  
**INDRANI**, British str., 3,255, McFarlane, 4th April—Singapore 29th March, General—Jardine, Matheson & Co.  
**MALTA**, British str., 3,859, R. A. Peters, 4th April—Shanghai 2nd April, General—P. & O. S. N. Co.  
**MERIONTHUR**, British str., 1,850, C. H. Burch, 4th April—London 19th Feb., General—Shewan, Tomes & Co.  
**PHUANANG**, German str., 1,021, F. v. Mangoldt, 4th April—Bangkok 27th March, Rice and Wood—Butterfield & Swire.  
**RUKHANA**, German str., 4,034, L. von Hoff, 3rd April—Hamburg 21st Feb., General—Hamburg Amerika Linie.  
**SOPHIE RICKMANN**, German str., 2,262, H. Kuhn, 3rd April—Mori 25th March, Coals—Arnhold, Karberg & Co.  
**VICTORIA**, Swedish str., 850, H. Heller, 4th April—Saigon 29th March, Rice—Arnhold, Karberg & Co.  
**WING**, British str., 1,227, John Cogan, 3rd April—Saigon 29th March, Rice—Butterfield & Swire.

## CLEARANCES.

At the Harbour Master's Office.  
 April 4th.  
**Deiya Maru**, Japanese str., for Moji.  
**Hino**, British str., for Saigon.  
**Indon**, British str., for Shanghai.  
**Thompson**, British str., for Saigon.

## DEPARTURES.

April 4th.  
**ANDY**, German str., for Quibus.  
**ANCHIN**, German str., for Canton.  
**ARCADIA**, British str., for Shanghai.  
**BOURBON**, French str., for Saigon.  
**CHU-SHING**, British str., for Canton.  
**CHONGANG**, British str., for Shanghai.  
**FLORA**, British str., for Hongkong.  
**HOLHEIM**, German str., for Hongkong.  
**KUHLAND**, British str., for Shanghai.  
**LUDWIG SCHMIDT**, German str., for Saigon.  
**MEYPOC**, Chinese str., for Shanghai.  
**MONMOUTH**, British str., for Misa Bay.  
**OMOTO MARU**, Japanese str., for Saigon.  
**PROVIDENCE**, Norwegian str., for Hongkong.  
**RIOJUN MARU**, Japanese str., for Yokohama.  
**SHANGHAI**, British str., for Canton.  
**TAMNUI**, British str., for Chinkiang.

## SHIPPING REPORTS.

The Japanese str. **Isaba Maru** reports: Mod. N. E. breeze throughout.  
 The British str. **Wahu** reports: Strong monsoon and cloudy.  
 The British str. **Indrani** reports: Moderate to strong N. E. wind with moderate sea dull and overcast.

## VESSELS PASSED ANJER.

Mar. 14, British str. **Isaba**, Pock, Mar. 12, from Singapore for London.  
 Mar. 14, Dutch str. **Mulang**, Kijne, Feb. 4, from Rotterdam for Batavia.  
 Mar. 16, British str. **Rajah**, Morgan, Feb. 4, from Calcutta for Batavia.  
 Mar. 16, Norwegian str. **S. Ireg**, Provih, Mar. 14, from Tientsin for Batavia.  
 Mar. 16, German str. **Reichenbach**, Muller, Dec. 29, from Hamburg for Batavia.  
 Mar. 20, Dutch str. **Timor**, Koop, Jan. 10, from Amsterdam for Batavia.  
 Mar. 20, Dutch str. **Gede**, Udemar, Mar. 20, from Batavia for Rotterdam.  
 Mar. 20, British str. **Diomed**, Farriale, Mar. 20, from Batavia for Amsterdam.  
 Mar. 21, Dutch str. **Ruyter**, Harard, Jan. 2, from Amsterdam for Liverpool for Batavia.  
 Mar. 23, Dutch str. **Wita**, Bayhus, Feb. 16, from Rotterdam for Batavia.  
 Mar. 23, British str. **Island**, Wright, Mar. 21, from Christmas Island for Singapore.  
 Mar. 24, Norwegian str. **Sjillevad**, Jonassen, Mar. 2, from Bangkok for Azores.

## VESSELS IN DOCK.

April 4th.  
**ABERDEEN DOCKS.**—**Soraogon**, Z. Y. de Alder, **Emerald**, **Sophy**, **Titalup**, **Rubin**, **Chingfa**, **Nanning**, **Longi**, **Empress of India**, **H.M.S. Broome**, **Langkai**.  
**WATERLOO DOCKS.**—**Mathilde**.

## VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE, MOJI AND NAGASAKI.

**THE Steamship**  
**"GREGORY APCAR."**  
 Captain S. H. Bolton, will be despatched for the above Ports on MONDAY, the 8th inst., at 4 P.M.  
 This steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a daily certified Doctor.  
 For Freight or Passage, apply to  
**DAVID SASSON & Co., Ltd.**, Agents.  
 Hongkong, 2nd April, 1907. 695

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
 FOR SWATOW, AMOY AND FOCHOW.

**THE Company's Steamship**  
**"HAICHING."**  
 Captain A. E. Hodgins, will be despatched for the above Ports on TUESDAY, the 9th inst., at 11 A.M.  
 For Freight or Passage, apply to  
**DOUGLAS, LAURIE & Co.**, General Managers.  
 Hongkong, 4th April, 1907. 707

**"SHIRE" LINE OF STEAMERS.**  
 FOR LONDON AND ANTWERP.

**THE Steamship**  
**"BRECONSHIRE."**  
 Will be despatched for the above Ports on or about the 10th of April.  
 For Freight and Further Particulars, apply to  
**SEWAN, TOMES & Co.**, Agents.  
 Hongkong, 19th March, 1907. 602

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP	RECONSHIRE	Brit. str.	—	Shewan, Tomes & Co.	Shewan, Tomes & Co.	About 10th inst.
LONDON & ANTWERP	NILE	Brit. str.	—	E. P. Martin	P. & O. S. N. Co.	About 10th inst.
MARSEILLES, ANTWERP, BREMEN & HAMBURG	SUEVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINIE	About 10th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	SIBIRIEN	Dan. str.	—	Broc	MELCHERS & Co.	About 19th inst.
MARSEILLES, &c. via Ports of Call.	POLYNESIEN	Frans. str.	—	Broc	MELCHERS & Co.	On 16th inst., at 1 A.M.
MARSEILLES, HAVRE, ANTWERP & HAMBURG	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 20th May.
REPMEN via Ports of Call	ZIETEN	Ger. str.	—	R. Meyer	MELCHERS & Co.	On 10th inst., at Noon.
HAVRE & HAMBURG	DELORAVIA	Ger. str.	k.w.	R. Mehlmann	HAMBURG-AMERIKA LINIE	On 19th inst.
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	G. G. G. G.	HAMBURG-AMERIKA LINIE	On 17th inst.
HAVRE & HAMBURG via STRAITS, &c.	SEGOWIA	Ger. str.	k.w.	S. G. G. G.	HAMBURG-AMERIKA LINIE	On 14th inst.
TRIESTE, &c. via SINGAPORE, &c.	PEKIA	Aus. str.	—	B. G. G. G.	SANDER, WIELE & Co.	On 24th inst., P.M.
NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG	HAMBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	To-day.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	RHENANIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 3rd May.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HOHENSTAUFEN	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 29th May.
NEW YORK via PORTS & SUEZ CANAL	ALBINGA	Am. str.	—	—	Shewan, Tomes & Co.	About 12th inst.
NEW YORK	MONTROSE	Am. str.	—	—	DODWELL & Co., Ltd.	Quick despatch.
SAN FRANCISCO	APALACHEE	Brit. str.	—	—	Shewan, Tomes & Co.	About 20th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	EXPRESS OF CHINA	Brit. str.	2 m.	R. Archibald	CANADIAN PACIFIC R. Co.	On 11th inst., at 4 P.M.
VICTORIA (V.O.) & TACOMA via JAPAN	ATLANTIC	Brit. str.	1 m.	Copier	CANADIAN PACIFIC R. Co.	On 1st May, at Noon.
CALLAO, IQUIQUE, via JAPAN PORTS	LYRA	Am. str.	—	H. C. Armstrong	DODWELL & Co., Ltd.	On 18th inst.
SALINA CRUZ, MEXICO, via MOJI, JAPAN	KASATO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 25th inst., at Noon.
AUSTRALIAN PORTS via MANILA	POWATAN	Brit. str.	—	W. F. Turner	Eng. H. K. Fong & Co.	On 2nd May.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	T. Moore	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	MANILA	Brit. str.	—	J. Minson	MELCHERS & Co.	On 25th inst., at Noon.
AUSTRALIAN PORTS via TIMOR	EMPIRE	Brit. str.	—	Helms	GIBB, LIVINGSTONE & Co.	On 27th inst., at Noon.
YOKOHAMA & KOBE	MANILA	Brit. str.	—	J. Minson	MELCHERS & Co.	About 5th inst.
YOKOHAMA & KOBE	CHINGTU	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
CHEFOO & NEWCHWANG	TJUDODAS	Brit. str.	1 m.	Zwart	JAVA-CHINA-JAPAN LINIE	Quick despatch.
CHEFOO & NEWCHWANG	KWANGSANG	Brit. str.	1 m.	Dowdall	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
TIENTSIN	CHIPSING	Brit. str.	1 m.	J. Warrack	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
TIENTSIN	HUGHOW	Brit. str.	1 m.	E. Forsyth	JARDINE, MATHESON & Co.	On 7th inst., Daylight.
SHANGHAI, MOJI, KOBE & YOKOHAMA	FORMOSA	Brit. str.	—	B. W. H. Snow	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
SHANGHAI	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 4th inst.
SHANGHAI, YOKOHAMA & KOBE	RHENANIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	To-day.
SHANGHAI	SHAHSING	Brit. str.	1 m.	F. W. Northcombe	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	GREGORY APCAR	Brit. str.	—	S. H. Bolton	DAVID SASSON & Co., Ltd.	On 8th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	About 10th inst.
SHANGHAI	KWONGSANG	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & Co.	On 7th inst., Daylight.
SHANGHAI, KOBE & YOKOHAMA	KWELLIN	Brit. str.	—	H. A. Hards	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
SHANGHAI, CHINGWANGTAO, YOKOHAMA & KOBE	SENEGAMBIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 15th inst.
TAMNUI via SWATOW & AMOY	SIAM	Dan. str.	—	—	MELCHERS & Co.	About First Half of May.
SWATOW & SHANGHAI	JOHN MARU	Jap. str.	—	H. S. Smith	OSAKA SHOSHEN KAISHA	On 7th inst., at 3 A.M.
SWATOW, AMOY & FOCHOW	RUBI	Brit. str.	—	R. Almond	Shewan, Tomes & Co.	To-day, at 5 P.M.
MANILA	HOIHOW	Brit. str.	1 m.	W. P. Bryner	BUTTERFIELD & SWIRE	To-day, at 2 P.M.
MANILA	HAICHING	Brit. str.	—	A. E. Hodgins	DOUGLAS LAURIE & Co.	On 9th inst., at 11 A.M.
MANILA	YUENANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co.	To-morrow, at 4 P.M.
MANILA	TAMING	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	Fraser	Shewan, Tomes & Co.	On 13th inst., at Noon.
CEBU & ILOILO	SUNGLANG	Brit. str.	1 m.	P. P. P. P.	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
KUAT & SANDAKAN	KUNANG	Ger. str.	—	B. J. Baller	MELCHERS & Co.	On 1st May, at 9 A.M.
SINGAPORE, PENANG & CALCUTTA	KUNANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	To-morrow, at 3 P.M.
SINGAPORE & BOMBAY	ISTOK	Aus. str.	—	Belito	SANDER, WIELE & Co.	On 14th inst.
BOMBAY via SINGAPORE & PENANG	CAPI	Ital. str.	—	—	CARLOWITZ & Co.	On 11th inst., at Noon.

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

## PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STRESS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN and ST. PETERSBURG	"SIBIRIEN"	About 19th/20th April
MARSEILLES, HAVRE, COPENHAGEN and ST. PETERSBURG	"DOROTHY"	About Beginning of May
SHANGHAI, CHINGWANGTAO, YOKOHAMA and KOBE	"SIAM"	About First Half of May

For Further Particulars, apply to

**MELCHERS & CO.**  
 AGENTS.

Hongkong, 30th March, 1907.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. Almond	Amoy & Manila.	On 6th April, 5 P.M.
ZAFIRO	2540	Fraser	Manila.	On 13th April, Noon.

For Freight or Passage apply to

**SEWAN, TOMES & CO.**  
 GENERAL MANAGERS.

Hongkong, 3rd April, 1907. 15

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "ALBINGA"	On or about 12th April.
S.S. "ATHOLL"	About end of April.

For freight and further information apply to

**SEWAN TOMES & CO.**  
 GENERAL MANAGERS.

Hongkong, 4th March, 1907. 16

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STRESS	TO SAIL
*SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 6th April, 3 P.M.
*MANILA	"YUENSANG"	Saturday, 6th April, 4 P.M.
*TIENTSIN	"CHIPSING"	Sunday, 7th April, daylight.
*SHANGHAI	"KWONGSANG"	Friday, 12th April, daylight.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Port.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.**  
 GENERAL MANAGERS.  
 Hongkong, 4th April, 1907. 18

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

via MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
LYRA	4,417	H. C. Armstrong	On 18th April
SHAWMUT	9,606	E. V. Roberts	On 8th May

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

**DODWELL & CO., LIMITED.**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS, Hongkong, 4th March, 1907. 7

## HAMBURG-AMERIKA LINIE.

### PASSENGER SERVICE.

By the new steamers, "RENNANIA," "HABSBURG" and "HOHENSTAUFEN" These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted and fitted with fans. Laundry Board, Doctor and Stewardses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

## OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

FOR SHANGHAI, KOBE, YOKOHAMA.

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